

SECTION 2.0 PROJECT DESCRIPTION

2.1 PROJECT LOCATION

The Proposed Project would be implemented at Long Beach Airport (the Airport) in the City of Long Beach, Los Angeles County. The Airport is located on approximately 1,166 acres in central Long Beach. The street address for the Airport is 4100 East Donald Douglas Drive, Long Beach, California. Aviation activities are located just north of Interstate-405 (I-405) and generally bound by Cherry Avenue to the west, City of Lakewood and the future Douglas Park project to the north, and Lakewood Boulevard to the east. Regional vicinity and local vicinity maps are provided as Exhibits 2-1 and 2-2, respectively.

2.2 PROJECT SETTING

The CEQA Guidelines Section 15125(a) states, "An EIR must include a description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced, from both a local and regional perspective. This environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant. The description of the environmental setting shall be no longer than is necessary to [provide] an understanding of the significant effects of the Proposed Project and its alternatives." The City of Long Beach published two Notices of Preparation (NOP), one in 2003 and another in 2005. The most recent (April 2005) establishes the baseline for the analysis in this EIR. Any deviations from this baseline are explained in the applicable EIR sections.

2.2.1 ENVIRONMENTAL SETTING

Presently, the Airport covers 1,166 acres and has five runways, the longest being 10,000 feet. The Airport serves commercial carriers, general aviation, and air cargo. The area surrounding the Airport is a mix of commercial, industrial and residential development. I-405 and several arterials surround the Airport; however, public access to the terminal area is gained only from Lakewood Boulevard on the east side of the Airport.

The Airport and surrounding area is located in the City's Airport Land Use District, which the zoning code designates as Planned Development (PD). Allowed uses within the District include areas for commercial storage, general industrial, light industrial, medium industrial, park or planned development.

The Proposed Project would be implemented in the area surrounding the existing Airport Terminal Building. The improvements would generally be constructed between the Gulfstream building and the Million Air lease site on the Airport. Uses within this area include the Airport Terminal Building, a permanent holdroom, temporary holdrooms, security screening of passengers and baggage, baggage claim, a parking structure, and surface parking facilities. On the airfield side, uses include aircraft parking spaces for the commercial and commuter carriers and general aviation tie-down area on the Million Air site. The layout of the existing facilities in the terminal area is provided in Exhibit 2-3. Further discussion of the uses surrounding the Airport are more fully discussed in Section 3.5, Land Use.

The Proposed Project also provides for the potential use of Parcel O for possible temporary vehicular parking and for replacement tie-downs for general aviation aircraft that would be displaced with the Proposed Project. Parcel O is located on the southern portion of the Airport in

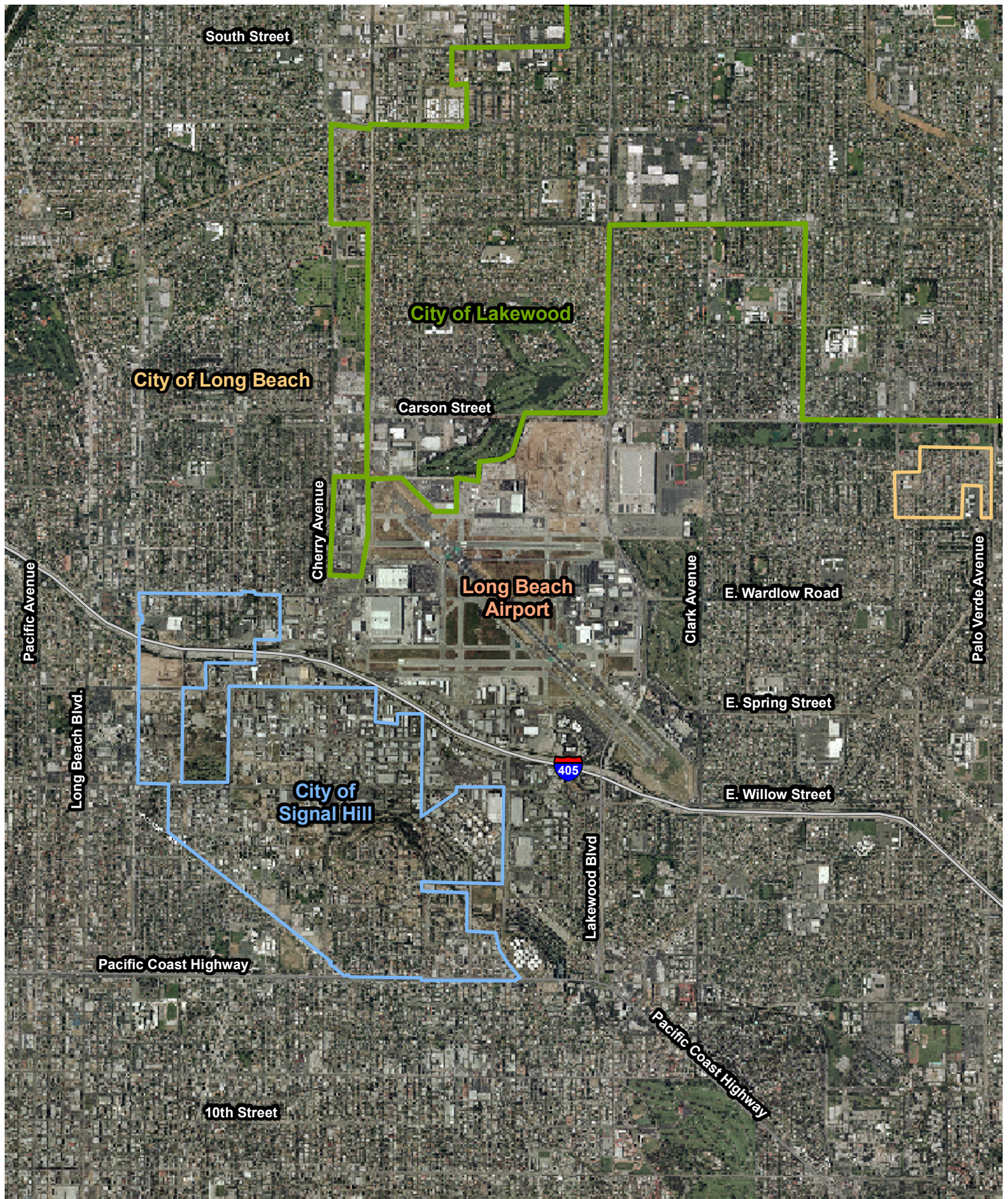


Regional Location

Long Beach Airport Terminal Area Improvement Project

Exhibit 2-1





Local Vicinity

Long Beach Airport Terminal Area Improvement Project

Exhibit 2-2



3,500 1,750 0 3,500
Feet

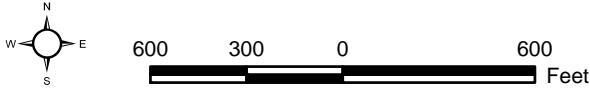




Existing Terminal Area Facilities

Long Beach Airport Terminal Area Improvement Project

Exhibit 2-3



the vicinity of Clark Avenue and Willow Street. Currently, Parcel O is undeveloped. The *Long Beach Airport Development Areas* map identifies Parcel O as a seven-acre area designated for aircraft tie-down and hangars.

Surrounding uses include the Skylinks Golf Course and the Airport Business Park to the east, and industrial and commercial uses to the south and west. The existing Boeing property and industrial uses in City of Lakewood are located north of the Airport. Residential uses are located in relatively close proximity to the Airport in all directions. The Airport currently leases off-site parking from Boeing. Known as Lot D, this area provides 2,104 overflow parking spaces for the Airport.¹ On December 14, 2004, the Long Beach City Council approved a reuse plan titled Douglas Park for a portion of the Boeing property. That plan provides for 261 acres of mixed-use development, including 3.3 million square feet of commercial and office space, 200,000 square feet of retail space, 1,400 residential units, 400 hotel rooms, and 11 acres of park.

2.2.2 REGULATORY SETTING

In 1981, the City of Long Beach adopted a noise control ordinance affecting the Airport that limited the number of air carrier flights to 15 per day and required the use of quieter aircraft. The purpose of the ordinance was to reduce the “cumulative” noise generated by the Airport. The ordinance was challenged by the commercial airlines in federal court. Following an injunction by the court, the City formed a task force and prepared an Airport Noise Compatibility Program, pursuant to Federal Aviation Administration (FAA) regulations. The task force recommended allowing air carrier flights to increase to 41 daily flights provided certain noise limits could be met.

In 1986, the City adopted a second aircraft noise control ordinance that established noise limits and restricted the number of air carrier operations to 32 flights per day.² The federal court rejected this ordinance, finding that the limitation on the number of flights was too restrictive. The federal court ultimately ordered the City to permit a minimum of 41 commercial air carrier flights per day. The City appealed the federal court’s order; however, in January 1992, the Ninth Circuit Court of Appeals upheld the trial court’s decision.

In an effort to resolve the protracted litigation, the City and the airlines entered into a stipulated settlement agreement. In February 1995, the City of Long Beach City Council certified a Negative Declaration (ND-19-94), which analyzed the proposed settlement of long-standing airport noise litigation between the City of Long Beach and a number of air carriers and other users of the Long Beach Municipal Airport titled *Alaska Airlines et al v. City of Long Beach* ([1991] 951 F2d 977). Under the settlement, the City Council would adopt a new Airport Noise Compatibility Ordinance (see Section 2.4 for a summary of the settlement provisions). For the period from adoption of the Airport Noise Compatibility Ordinance through 2001, no party to the settlement would be allowed to challenge the Ordinance, and the City would not be allowed to amend the Ordinance so as to make it more restrictive on aircraft operations. The court approved the settlement and entered a final judgment on June 13, 1995.

As a requirement of the settlement, the City enacted Chapter 16.43 of the Municipal Code. Chapter 16.43 permits air carriers to operate a minimum of 41 airline flights per day while commuter carriers are permitted to operate a minimum of 25 flights per day. The City of Long Beach adopted an Airport Noise Compatibility Ordinance that includes two major components. The first establishes Single Event Noise Exposure Level (SENEL) for aircraft operating into and

¹ In addition seasonal leased space is also available at Veteran’s Stadium and elsewhere in proximity to the Airport.
² To provide CEQA compliance for the noise ordinance, the City of Long Beach certified the Final Environmental Impact Report (E-45-85/ERR-82-85) for the Airport Noise Compatibility Program FAR Part 150 Study at Long Beach Airport (SCH No. 86012911).

out of the Airport. The second establishes a noise budget for the various categories of aircraft at the Airport. The Airport Noise Compatibility Ordinance allows that the permitted number of flights per day to be increased in each operator flight restriction category as long as the flights operate below the CNEL budgets.³ In order for the number of flights to be increased and still comply with the Airport Noise Compatibility Ordinance the airlines would have to optimize their flight operations. This would include using quieter aircraft and reducing the number of late night operations. Under optimal conditions, which have never been achieved at the Airport, the estimated number of increased flights would range between 7 and 11 flights. The Airport Noise Compatibility Ordinance is discussed in more detail in Section 3.6 and in the Noise technical study in Appendix F.

In 1990, while the litigation between the City and the carriers was pending, Congress passed the *Airport Noise and Capacity Act* (ANCA), which limited an Airport operator's right to control Stage 3 aircraft.⁴ ANCA's specific objective was to stop local municipalities from imposing new restrictions on aircraft operations without complying with significant procedural requirements and obtaining federal approval. Included within the ANCA legislation is a "grandfather" provision which permits Long Beach Airport to continue to enforce the flight and noise restrictions that are contained in the Airport Noise Compatibility Ordinance (Chapter 16.43). In May 2003, the FAA reaffirmed the "grandfather" status of the Ordinance under ANCA.

Summary of the Principle Terms of the Existing Settlement Agreement

As indicated in Section 2.2.2, the settlement agreement provisions were incorporated into the City's Airport Noise Compatibility Ordinance. The principle terms of the settlement reached in May 1995 and approved in June 1995 by Federal District Court, include the following:

- 1) Provide flight activity limits at the Airport of a minimum of 41 daily airline (commercial) flights and 25 daily commuter flights, assumed to be all Stage 3 aircraft;
- 2) Provide an increase in the flight activity limits only if the City determines that flights can be added without airlines or commuters exceeding their allocated portion of the CNEL noise budget based on baseline year of 1989 to 1990;
- 3) Require flight activity of general aviation, charter, and manufacturing operations to stay within their portion of the baseline year CNEL budget;
- 4) Require monitoring of Single Event Noise Exposure Levels ("SENEL") at the 18 monitor stations provided by the Airport Noise and Operations Monitoring System ("ANOMS");
- 5) Provide for SENEL limits that are more stringent during 6:00 a.m. to 7:00 a.m., 10:00 p.m. to 11:00 p.m., and very stringent during 11:00 p.m. to 6:00 a.m.;
- 6) Provide limitations on hours of training and run ups, including early curtailment on weekends and holidays, and all but one runway closed during late night hours;
- 7) Permit the formation of a General Aviation Noise Committee ("GANC") and allow GANC to monitor and manage the general aviation noise budget;

³ The Airport Noise Compatibility Ordinance is provided as an attachment in Appendix F and can also be viewed at the Airport web site at www.lgb.org.

⁴ A "Stage 3 aircraft" means an airplane that has been shown to comply with Stage 3 noise levels prescribed in FAR Part 36, Appendix C.

- 8) Require implementation of a noise abatement program with a multi-step violation process that includes notifications, noise abatement plans, administrative penalties and possible criminal prosecution; and
- 9) Require the creation of pilot education programs and processes.

2.2.3 TRANSPORTATION SECURITY ADMINISTRATION

On November 19, 2001, the President of the United States signed into law the Aviation and Transportation Security Act ("ATSA"), which among other things, established the new Transportation Security Administration ("TSA") within the Department of Transportation. This Act established a series of challenging but critically important milestones toward achieving a secure air travel system.

The TSA is directly responsible for developing increased air travel security programs. They have developed enhanced screening procedures at airports across the country. Under TSA requirements both passengers and checked baggage are subject to security screening.

TSA started operations at the Airport in October 2002 with the screening of passengers. There are six stations for passenger screening. On January 1, 2003, TSA initiated the screening of baggage at the Airport. They currently have 120 employees working at the Airport screening luggage and passengers. In addition, TSA currently has 16 Explosive Trace Detection (ETD) machines at the Airport for screening luggage and four ETD stations for screening passengers' carry-on luggage.

The passenger checkpoint includes three primary steps: (1) all carry-on baggage must be placed on the belt of the X-ray machine; (2) all passengers must walk through a metal detector. If an alarm is set off, the passenger will undergo a secondary screening; and (3) secondary screening includes a hand-wand inspection in conjunction with a pat-down inspection.

2.3 PROJECT OBJECTIVES

The key objective of the Proposed Project is to provide Airport terminal facilities to adequately accommodate the minimum number of flights provided for in the Airport Noise Compatibility Ordinance, as well as the number of passengers served by those flights.⁵ To meet this objective, the project design must provide for the following:

- Maximize safety and security of passengers, visitors, and tenants by adhering to Transportation Security Administration, FAA and all applicable State and local standards including the City's fire, building, and safety codes.
- Ensure that project sizing and design of the improvements is in keeping with the parameters of the adopted Airport Noise Compatibility Ordinance.
- Maintain and enhance the current character of the Airport Terminal Building as a Long Beach Cultural Heritage Landmark by creating an environment in which the design of the new facilities respects the architectural/aesthetic character of the existing Airport Terminal Building.

⁵ As previously discussed, the Airport Noise Compatibility Ordinance provides for a minimum of 41 daily commercial carrier flights and 25 daily commuter flights.

- Provide uncomplicated, operationally and energy-efficient, value-driven design within a plan that can be developed in incremental stages.

2.4 PROJECT HISTORY

The Long Beach Airport has been in existence since 1923. The existing Airport Terminal Building was built in 1941 for DC-3 aircraft and served approximately 25,000 annual commercial airline passengers. In 1984 a new concourse area and pre-boarding lounge were constructed immediately south of the existing Airport Terminal Building to provide capacity for 15 daily flights, better accessibility for patrons with disabilities, improved mobility in the passenger screening process, and improved ticketing and check-in processing of Airport users. At the time, the Airport was serving approximately 1.1 million annual passengers (MAP). The aircraft were predominately the MD-80 and B737.

Between August 2001 and 2003, the number of passengers using the Airport increased from 600,000 to almost 3.0 MAP. This increase was predominately due to an increase in the number of commercial flights; however, the aircraft size and load factors have also increased over the past two decades. Because existing facilities were not adequate to accommodate this level of activity, the Airport constructed a temporary holdroom, a temporary remote parking lot, and a new baggage claim area in 2002. A second temporary holdroom was added in 2003.

2.4.1 2003 NOTICE OF PREPARATION AND SCOPING MEETINGS

In June 2003, the City of Long Beach approved a scope of work for the preparation of an EIR to analyze the potential environmental impacts of possible improvements to the Airport's terminal area to accommodate passenger and cargo activity provided for under the existing Airport Noise Compatibility Ordinance. The project would also provide for required provisions for new security measures. The approved scope provided an opportunity for the City Council to reevaluate the scope of work, after the project scoping process was complete, to ensure the issues raised during the scoping process that were associated with the proposed improvements would be adequately addressed in the EIR.

The City prepared a Notice of Preparation (NOP)⁶ requesting input from agencies and the public regarding the appropriate scope of the EIR. The NOP was circulated for a 30-day public review period on September 22, 2003. The review period was closed on October 23, 2003. Public scoping meetings were held to solicit public input on October 11 and October 16, 2003. Similar to the NOP, the purpose of the public scoping meeting is to provide the public an opportunity to hear about the project and provide input on the scope of the EIR. The meetings were held at the Long Beach Energy Department Auditorium on Spring Street in Long Beach. Notices of the scoping meetings were published in the following publications:

- Beachcomber (October 3, 2003)
- Press-Telegram (September 22, 2003)
- Downtown Gazette (September 29, 2003)
- Long Beach Business Journal (September 30, 2003)
- The Signal Tribune (October 16, 2003)

⁶ The NOP was prepared pursuant to section 15082 of the CEQA Guidelines. The purpose of the NOP is to notify potential "Responsible Agencies" and to advise and solicit comments and suggestions regarding the preparation of the EIR, environmental issues to be addressed in the EIR, and any related issues from interested parties other than potential "Responsible Agencies."

The dates and location of the scoping meetings were also identified in the NOP. Approximately 100 people attended the Saturday (October 11) scoping meeting and approximately 200 people attended the Thursday (October 16) scoping meeting. In addition, the City received 251 responses to the NOP (a combination of letters, postcards, and emails). The key issues raised through the scoping process were flight operations, air quality, health risk, noise, cumulative impacts, and land value. Recognizing the intense public interest, the City Council referred the scope of project and the scope of the EIR to the Airport Advisory Commission ("AAC") for consideration. A copy of the NOP, a transcript from the two scoping meetings, and the written responses received on the NOP are provided in Appendix A.

2.4.2 AIRPORT ADVISORY COMMITTEE

Though not part of the formal EIR scoping process, the Airport Advisory Committee (AAC) held 15 meetings, open to the public, from November 2003 through July 2004 to consider recommendations on possible Airport improvements and to advise on certain issues regarding scoping of the EIR. The AAC made recommendations regarding the project and technical studies to be prepared for the EIR. The City Council considered these recommendations on February 1 and February 8, 2005. As a result of this process, changes were made to the proposed improvements that would constitute the Proposed Project and be addressed in the EIR. The original 2003 scope of work focused just on impacts associated with construction of the facilities (i.e., a "bricks and mortar" project). Key changes to the EIR scope of work, as a result of the AAC process and City Council action, include preparing a health risk assessment and providing a discussion of the environmental impacts associated with the operational environment at the Airport that could be accommodated within the existing Airport Noise Compatibility Ordinance. While the project does not propose any changes to the Airport Noise Compatibility Ordinance or other means of directly increasing flight operations at the Airport, it was determined that the EIR should assess the impacts associated with the 25 full utilization of the commuter flights that are provided for under the existing terms of the Airport Noise Compatibility Ordinance, even though at the time the NOP was issued and the baseline for this EIR was established there were no commuter operations at the Airport. Subsequently, America West has initiated daily commuter flights and Delta and Smooth Flight Holdings have been conditionally granted commuter flights. All 25 commuter flights are expected to be in regular service between December 2005 and Spring 2006.

2.4.3 2005 NOTICE OF PREPARATION AND SCOPING MEETINGS

A new NOP, reflecting the project as defined by the City Council, was prepared to solicit input on the scope of the EIR. The NOP was distributed to 84 agencies, individuals, and groups on April 14, 2005, for a 32-day review period. In addition, a notice that the NOP was available and posted on the City web site was mailed to 274 individuals. The comment period on the NOP closed on May 16, 2005. Scoping meetings were held at the Long Beach Department of Energy Auditorium on Spring Street on Thursday, April 28, and Saturday, May 7, 2005. Notice for these meetings was included on the NOP and published in the following publications:

- Beachcomber (April 15, 2005)
- Press-Telegram (April 20, 2005)
- Grunion Gazette (April 21, 2005)
- Downtown Gazette (April 25, 2005)
- Long Beach Business Journal (April 26, 2005)
- Signal Tribune (week of April 18, 2005)

Additional methods were also used to notify the community. The City Council Meeting message scroll and the Cal Worthington sign (along Interstate 405) were utilized, over 700 members that

are Airport E-Notify subscribers were sent notice, and LBHUSH II was supplied the information and also sent an electronic notice to its subscribers.

Approximately 59 people attended the April 28, 2005 scoping meeting and approximately 78 people attended the May 7, 2005, scoping meeting. In addition, the City received 80 responses to the NOP (a combination of letters, postcards, and emails). The key issues raised through the scoping process were flight operations, air quality, health risk, noise, cumulative impacts, and land value. A copy of the 2005 NOP, a transcript from the two scoping meetings, and the written responses received on the NOP are provided in Appendix A.

2.5 PROJECT DESCRIPTION

The EIR is addressing the proposed facility improvements, as well as the impacts associated with additional commercial flights and the allowed commuter flights. As previously indicated, both the full utilization of all 25 commuter flights and the potential increase of up to 11 commercial flights over current operational levels at the Airport are not causally related to the project proposed facilities improvements. If the operational procedures and aircraft used are optimized so that additional flights could operate within the noise limits ("noise budget") permitted by the Airport Noise Compatibility Ordinance, then the flights are allowed regardless of whether the Proposed Project is approved or built. This would not be considered a discretionary action; therefore, it would apply to all the alternatives. It also needs to be noted that if the additional commercial flights occur, they would result from carrier decisions to optimize flight operations under the Airport Noise Compatibility Ordinance, rather than the availability of specific terminal area facilities. The evaluation of impacts associated with the additional flights is provided at the request of the City Council to fully disclose potential impacts associated with what may be a future possible flight scenario at the Airport.

2.5.1 PROPOSED PROJECT

Facilities Improvements

As previously indicated, the City Council, after reviewing the material from the AAC and receiving public input, defined the scope of the project and alternatives to be evaluated in the EIR. The Proposed Project provides improvements to the existing Airport Terminal Building and related facilities at the Airport in order to accommodate recent increases in flight activity at the Airport consistent with operational limitations of the Airport Noise Compatibility Ordinance and the 1995 Settlement Agreement. The Proposed Project includes construction of, or alteration to, the 13 areas listed and described below:

- Holdrooms
- Concession Area
- Passenger Security Screening
- Baggage Security Screening
- Baggage Claim Devices
- Baggage Service Office
- Restrooms
- Office Space
- Ticketing Facilities
- Airline Gates
- Aircraft Parking Positions
- Vehicular Parking
- Traffic and Pedestrian Circulation

The terminal area improvements are being designed to accommodate the demand based on the minimum requirements of the Airport Noise Compatibility Ordinance. This would include the 41 airline flights and 25 commuter flights, passengers associated with those flights, and security requirements imposed by TSA. This flight level is anticipated to result in approximately 4.2 MAP being served at the Airport. Considering all improvements, the size of the Airport terminal space would increase from 56,320 square feet to 102,850 square feet. The generalized location of the terminal area improvements is depicted in Exhibit 2-4.

How the overall terminal area square footage would be allocated among the various uses is described below in more detail and shown in Table 2.5-1.⁷ While it is premature to develop a final design for the Airport improvements prior to City Council selection of an alternative and certification of the CEQA document, a schematic layout showing a potential footprint of the Airport improvements has been developed to provide the environmental team basic parameters for the evaluation in the EIR. However, during final design, the precise size and configuration of the proposed improvements may vary to ensure compliance with the applicable fire and building codes, safety and security requirements, operational necessities, and with refinement of planning data. The overall size of the Airport terminal area improvements would not exceed the square footage allocations and would be consistent with the parameters outlined below. These schematics have been developed consistent with basic Guiding Principles that would be used during the project design phase of the project. These Guiding Principles are discussed further below. Though modifications to the design may occur, provided the improvements are generally contained within the footprint shown, the precise location of the facilities would not substantially alter the impact analysis. The schematic layout showing the potential footprint of the Airport improvements used for the analyses in the EIR is depicted in Exhibit 2-5. Exhibit 2-6 provides preliminary design concepts, including potential elevations, used for the analyses in this EIR. As previously stated, these are very preliminary concepts and are subject to modification within the parameters of the Guiding Principles.

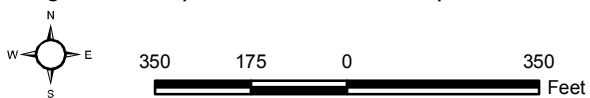
⁷ Table 2.5-1 also provides a statistical overview of the primary alternatives which are discussed later in this section.

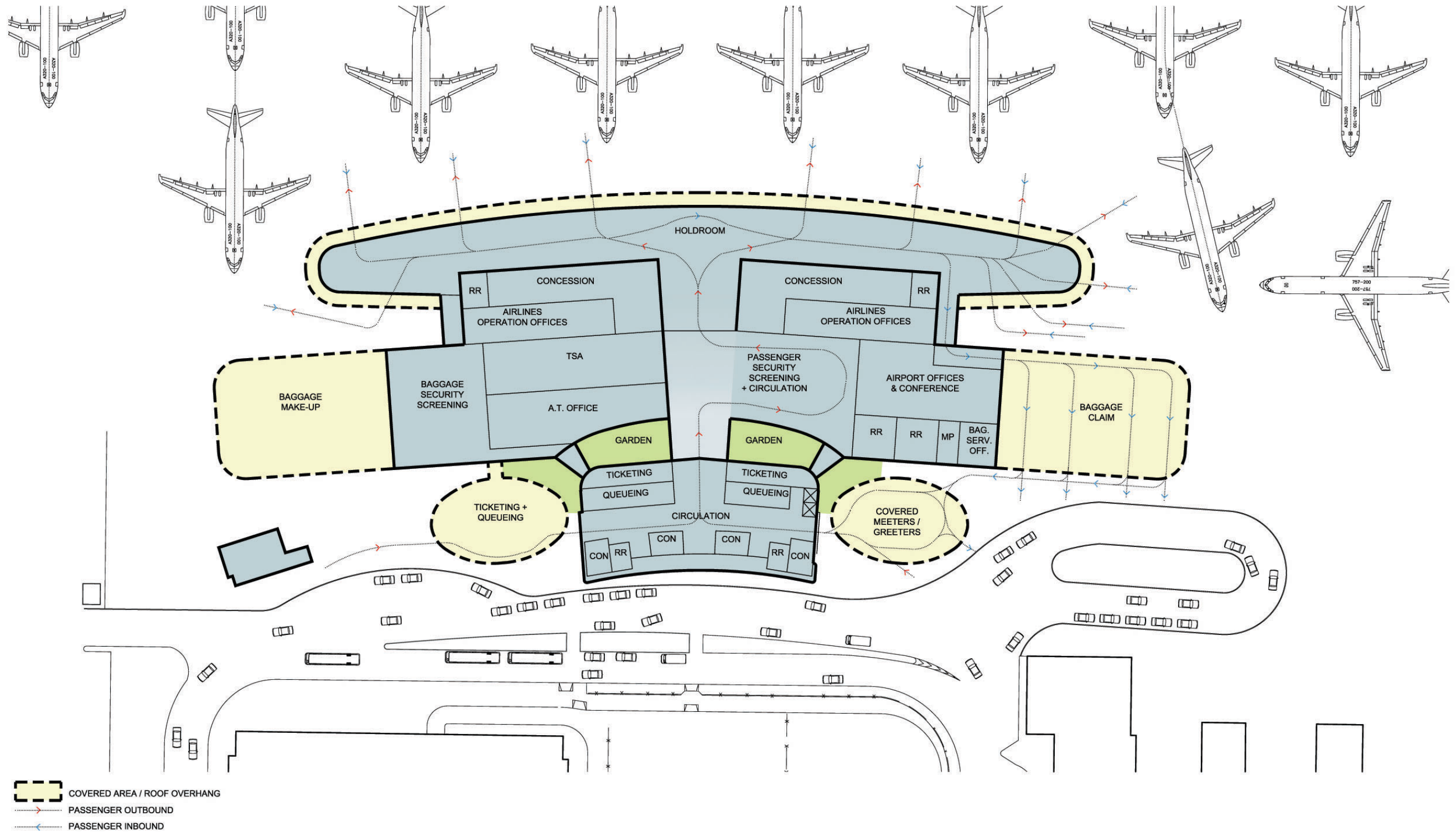


Generalized Area of Terminal Improvements

Exhibit 2-4

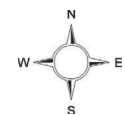
Long Beach Airport Terminal Area Improvement Project





Concept Floor Plan

Long Beach Airport Terminal Area Improvement Project



Source: CH2MHill, HOK, 2005

Exhibit 2-5



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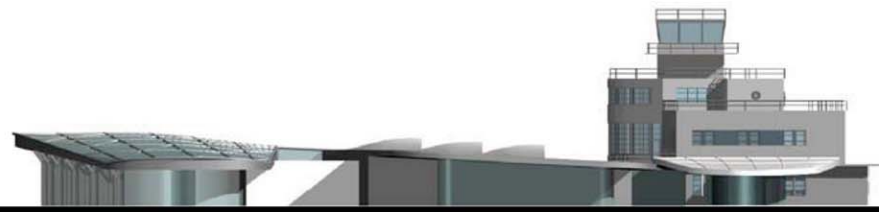
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West Elevation



East Elevation



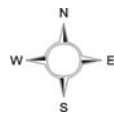
South Elevation



North Elevation

Elevations of Conceptual Design

Long Beach Airport Terminal Area Improvement Project



Source: CH2MHill, HOK, 2005

Exhibit 2-6



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**TABLE 2.5-1
LONG BEACH AIRPORT PASSENGER TERMINAL AREA IMPROVEMENTS
EIR ALTERNATIVES**

Description	Proposed Project	Alternative A (9/22/03 NOP)	Alternative B (Reduced Facilities)	Alternative C (No Project)
Holdrooms				
Permanent Space ¹	6,500 sf	6,500 sf	6,500 sf	6,500 sf
Temporary Space ²	0 sf	0 sf	0 sf	13,150 sf
Proposed Additional Space ³	21,171 sf	20,000 sf	17,580 sf	0 sf
Subtotal	27,671 sf	26,500 sf	24,080 sf	19,650 sf
Passenger Security Screening				
Existing	3,900 sf	3,900 sf	3,900 sf	3,900 sf
Proposed Additional Space	7,000 sf	6,000 sf	5,600 sf	0 sf
Subtotal	10,900 sf	9,900 sf	9,500 sf	3,900 sf
Concession Area				
Permanent Space ¹	5,460 sf	5,460 sf	5,460 sf	5,460 sf
Proposed Additional Space ³	9,541 sf	8,000 sf	6,400 sf	0 sf
Subtotal	15,001 sf	13,460 sf	11,860 sf	5,460 sf
Baggage Security Screening				
Baggage Security Screening	7,000 sf ⁴	7,000 sf ⁴	7,000 sf ⁴	5,000 sf
Baggage Claim Devices				
Passenger Side	510 lf	380 lf	380 lf	226 lf
Airline Loading Side	310 lf	250 lf	250 lf	180 lf
Subtotal	820 lf	630 lf	630 lf	406 lf
Baggage Service Office	900 sf	825 sf	825 sf	0 sf
Multi-Purpose Rooms	300 sf	300 sf	300 sf	0 sf
Subtotal	1,200 sf	1,125 sf	1,125 sf	0 sf
Restrooms (non-secure)				
Permanent Space ¹	1,330 sf	1,330 sf	1,330 sf	1,330 sf
Temporary Space ²	0 sf	0 sf	0 sf	0 sf
Proposed Additional Space ³	2,000 sf	850 sf	850 sf	0 sf
Subtotal	3,330 sf	2,180 sf	2,180 sf	1,330 sf
Office Space				
TSA				
Temporary Space	3,600 sf	3,600 sf	3,600 sf	3,600 sf
Proposed Additional Space	1,590 sf	1,400 sf	0 sf	0 sf
Subtotal	5,191 sf	5,000 sf	3,600 sf	3,600 sf
Airlines (Operations Offices)				
Permanent Space	2,000 sf	2,000 sf	2,000 sf	2,000 sf
Temporary Space	0 sf	0 sf	0 sf	0 sf
Proposed Additional Space	3,754 sf	5,000 sf	3,000 sf	0 sf
Subtotal	5,754 sf	7,000 sf	5,000 sf	2,000 sf
Airport (Office & Conference)				
Permanent Space	6,970 sf	6,970 sf	6,970 sf	6,970 sf
Temporary Space	0 sf	0 sf	0 ⁶ sf	0 sf

TABLE 2.5-1 (Continued)
LONG BEACH AIRPORT PASSENGER TERMINAL AREA IMPROVEMENTS EIR
ALTERNATIVES

Description	Proposed Project	Alternative A (9/22/03 NOP)	Alternative B (Reduced Facilities)	Alternative C (No Project)
Proposed Additional Space	5,000 sf	10,000 sf	0 sf	0 sf
Subtotal	11,970 sf	16,970 sf	6,970 sf	6,970 sf
Subtotal for Office Space	22,915 sf	28,970 sf	15,570 sf	12,570 sf
Ticketing Facilities				
Ticket Counter Area (Existing)	1,250 sf	1,250 sf	1,250 sf	1,250 sf
Proposed Additional Space	680 sf	0 sf	0 sf	0 sf
Subtotal	1,930 sf	1,250 sf	1,250 sf	1,250 sf
Ticket Counter Queuing (Existing)	1,400 sf	1,400 sf	1,400 sf	1,400 sf
Proposed Additional Space	1,400 sf	0 sf	0 sf	0 sf
Subtotal	2,800 sf	1,400 sf	1,400 sf	1,400 sf
Airline Ticket Office (Existing)	4,360 sf	4,360 sf	4,360 sf	4,360 sf
Proposed Additional Space	243 sf	0 sf	0 sf	0 sf
Subtotal	4,603 sf	4,360 sf	4,360 sf	4,360 sf
Circulation - Ticketing (Existing)	1,400 sf	1,400 sf	1,400 sf	1,400 sf
Proposed Additional Space	4,100 sf	0 sf	0 sf	0 sf
Subtotal	5,500 sf	1,400 sf	1,400 sf	1,400 sf
Subtotal for Ticketing Facilities	14,833 sf	8,410 sf	8,410 sf	8,410 sf
Total	102,850 sf	97,545 sf	79,725 sf	56,320 sf
Airline Gates and Parking Positions				
Airline Gates	11	11	11	8
Aircraft Parking Positions	12 to 14	12 to 14 ⁵	12 to 14	10
Vehicular Parking				
Permanent Non-Leased Spaces	2,835	2,835	2,835	2,835
Leased Spaces	0	0	0	0 ⁸
Proposed Additional Spaces	3,451 ⁷	3,451 ⁷	3,451 ⁷	0
Total	6,286	6,286	6,286	2,835
sf square feet lf linear feet ¹ Permanent floor space in Airport Terminal Building and permanent 1984 holdroom building ² Temporary floor space in modulars ³ Temporary (modular) space would be replaced with permanent facilities ⁴ The February 8, 2005 City Council action reflected a range of square footage for these areas. The lower end is presented here. Up to 3,000 square feet may be added for a total of 10,000 square feet of new space. ⁵ The September 22, 2003 NOP identified 16 aircraft parking positions. This number was reduced to 12 to 14 by City Council action on February 8, 2005. ⁶ Subsequent to the approval of the alternatives definition by the City Council in February 2005, the Airport has leased office space from Million Air and there are plans to add an additional temporary trailer for security staff. ⁷ The existing leased spaces would be replaced with new parking structure. ⁸ The leases for the parking spaces are short-term leases. Current discussions with Boeing indicate that these spaces would not be available on a long-term basis.				

There are several documents that serve as the Guiding Principles for design of the proposed improvements. These Guiding Principles primarily focus on ensuring the construction of the new improvements are compatible with the existing historic Airport Terminal Building and would not compromise the historic integrity of the building. These Guiding Principles are a compilation from three primary sources. The first source dates back to May 7, 1990, when the

Neighborhood and Historic Preservation Officer for the City of Long Beach prepared a memorandum of understanding (MOU) providing guidelines for future environmental review of the Airport Terminal Building. The MOU, which included as an attachment the Secretary of the Interior's standards for rehabilitation of historic buildings, was adopted by resolution of the Cultural Heritage Commission. The second source is the Development and Use Standards for the Long Beach Airport Terminal Planned Development Plan Ordinance adopted by the City Council on September 2, 1997. This ordinance provides guidance on development review procedures, development standards, and permitted intensity of development. The final document is a memorandum on considerations for new construction prepared by PCR. These documents all provide guidance on development standards for terminal area improvements and are included in Appendix B.

Additionally, there is a commitment to construct the new facilities to meet high standards for energy efficiency and environmental design. The intention is to construct the facilities consistent with the LEED standards. LEED, which stands for Leadership in Energy and Environmental Design is "based on well-founded scientific standards, LEED standards emphasizes state of the art strategies for sustainable site development, water savings, energy efficiency, materials selection and indoor environmental quality. LEED standards recognizes achievements and promotes expertise in green building through a comprehensive system offering project certification, professional accreditation, training and practical resources." (U.S. Green Building Council, <http://www.usgbc.org>). This would be implemented through a variety of design features. Precise methods for accomplishing the LEED standards would be determined through project design.

The discussion below outlines the square footage allocation to the various uses within the Airport Terminal Building and surrounding area. In addition to new construction and the removal of the temporary modular buildings that have been brought in to provide additional holdroom space, modifications to the interior of the Airport Terminal Building would be required to maximize efficiency of the floor space. This would include relocation of ticketing and concession areas and opening the center of the Airport Terminal Building to the proposed new holdroom area. As shown in the concept floor plan (Exhibit 2-5) this would result in a configuration similar to the original Airport Terminal Building layout.⁸ The Proposed Project also intends to remove the existing carpeting to reveal the historic mosaics on the main concourse of the first floor.⁹ The mosaics, which have been covered with carpet and possibly linoleum, are similar to the mosaics that are visible on the intermediate stair landings and the corridor on the second floor.

The new construction would generally be set back from the existing Airport Terminal Building so as not to appear as an "add on" to the existing terminal structure. The new construction would only connect to the Airport Terminal Building at the covered circulation corridor that provides access to the holdroom and at locations where baggage would move by conveyor from ticketing areas to baggage screening. These connections are necessary to meet TSA's security requirements.

In addition to the building area, covered open areas would also be provided. The preliminary concept plan shows covered areas for the baggage make-up area (where the airlines receive screened bags from TSA, which are then sorted and loaded onto baggage carts), the baggage claim area, ticketing and queuing, and an area for "meeters and greeters." These areas would

⁸ Prior to constructing the permanent holdroom adjacent to the terminal, public access to the aircraft use to be through the back of the terminal rather than out the north and south doors to the temporary holdrooms.

⁹ The feasibility of restoring the mosaics is being explored as part of the Project. Until such time as the terminal improvements are initiated it is not possible to know if restoration is feasible. Considerations would be the conditions of the mosaics, the cost at restoring them, and ability to meet safety requirements (i.e., potential for slipping).

have a roof structure but not side enclosures. Precise uses would be determined during project design. Other features that would be incorporated to enhance the aesthetics of the improvements include ensuring that the roofline on the holdroom is below the observation deck on the second floor so views on to the airfield are not blocked and the enclosure of all air conditioning and heating units so the mechanical equipment is not visible.

The space allocation among the various uses is outlined below.

Holdrooms

Currently, the Airport holdrooms are comprised of both the 1984 permanent holdroom and temporary modular structures. As part of the Proposed Project, the 13,150 square feet of temporary holdroom currently being provided through the use of modular buildings would be replaced with 21,171 square feet of new permanent floor space. This, combined with the existing approximately 6,500 square feet of permanent holdroom, would result in a total of 27,671 square feet of holdroom to accommodate the existing and projected passenger levels. This is a net increase of 8,021 square feet.

Concession Area

Expanded concession areas are proposed as an adjunct to the new holdroom area and in the baggage claim area/public circulation areas to serve the anticipated number of passengers. Currently, there are 5,460 square feet of concessions at the Airport. The Proposed Project would add an additional 9,541 square feet for this purpose. This would result in a total of 15,001 square feet for concessions.

Passenger Security Screening

The security screening of passengers would be designed to meet the requirements of the TSA for serving the passengers resulting from the minimum number of flights allowed by the Airport Noise Compatibility Ordinance. Currently, there is 3,900 square feet of passenger security screening area. With the Proposed Project, there would be an additional 7,000 square feet devoted to passenger security screening or a total of 10,900 square feet.

Baggage Security Screening

Currently, the Airport does not provide any structure for conducting baggage screening. Since 2003, it has been done under a canopy directly behind or west of the terminal building outside the south holdroom area. The TSA has indicated that this open-air situation is not sufficient because of the sensitivity of the equipment being used. The Proposed Project would provide a 7,000-square foot structure for security screening of baggage. This structure would house the explosive detection equipment and would include in-line baggage conveyors.

Baggage Claim Devices

The Airport has 226 linear feet of passenger side baggage claim devices and 180 linear feet for airline loading. The proposed baggage claim area would provide a total of 510 linear feet for passenger side baggage claim and 310 linear feet for airline baggage loading, for a total of 820 linear feet of baggage claim devices. The baggage claim would be similar to the existing conditions, in that they would be open air, but covered with a roof or canopy.

Baggage Service Office and Multi-Purpose Room

The Airport does not have a baggage service office or sufficient meeting room space. The Proposed Project would allocate a total of 1,200 square feet for these uses. This would be comprised of 900 square feet for a baggage service office and 300 square feet for a multi-purpose room. This area would provide a holding place for unclaimed bags, bags that were misdirected, or for reporting lost baggage. The multipurpose room provides on-site meeting space for shift briefings, training, and other meetings for Airport and tenant staff whose job duties do not allow them to leave the terminal area.

Restrooms

Currently, the Airport has 1,330 square feet of restroom area in non-secure portions of the Airport terminal area. As part of the project, there would be an increase of 2,000 square feet in restrooms in non-secure area, for a total of 3,330 square feet of restroom areas.

Office Space for Security, Airport, and Airline Support Staff

Office space, to serve the needs of the TSA, the airlines and Airport administration, would be provided within the proposed Airport terminal area improvements. Request for space from the TSA and the airlines are 30,000, and 10,000 square feet, respectively. Though the project would not provide additional space at the requested levels, additional square footage to meet space requirements for functions that need to be in the immediate terminal area or adjacent to the ramp (as opposed to general office space), as well as those of Airport staff, has been incorporated into the project. The office space would fall into three categories: TSA, Airlines Operation offices, and Airport administration office and conference area.

TSA currently occupies 3,600 square feet in a temporary modular building. This would be replaced with permanent facilities and augmented with an additional 1,590 square feet, for a total of 5,191 square feet.

Airline operation offices are currently housed in approximately 2,000 square feet within the Airport terminal area. An additional 3,754 square feet would be allocated for this use, resulting in a total of 5,754 square feet.

Airport offices and conference areas would be increased from 6,970 square feet to 11,970 square feet.

Overall, combined office space (i.e., all three categories) at the Airport terminal area would increase 10,375 square feet from the current 12,570 square feet to 22,915 square feet.

Ticketing Facilities

Expansion of the existing ticketing facilities is also proposed to accommodate the existing demand at the Airport. The ticketing facilities can be broken into four categories: (1) ticket counter area, (2) ticket counter queuing area, (3) airline ticket office, and (4) circulation area for the ticketing area.

Ticket counter area is proposed to increase by 680 square feet from 1,250 to 1,930 square feet. Ticket counter queuing area is proposed to increase from 1,400 to 2,800 square feet. The airline ticket office area is proposed to increase from 4,360 square feet to 4,603 square feet.

Circulation area for the ticketing counter area is proposed to increase by 4,100 square feet from 1,400 to 5,500 square feet. Overall, the combined space for ticketing operations (i.e., all four categories) at the Airport terminal area would increase 6,423 square feet from the current 8,410 square feet to 14,833 square feet.

Airline Gates

The Airport currently has eight aircraft gates for the boarding, loading and unloading of aircraft. With the Proposed Project this would be increased to 11 gates. At Long Beach Airport, the term “gates” is used to identify the doors in the holdrooms that are used for passenger boarding. Jetways, which provide direct access from the Airport terminal area to the aircraft, are not possible given that jetways require a second story to allow access and the Proposed Project includes only one story holdroom.

Aircraft Parking Positions

The Airport currently has 10 aircraft parking positions. The EIR addresses increasing the number of aircraft parking positions from 10 to as many as 14 aircraft parking positions.

This increase would result in the take-back of property currently leased to Million Air and used for general aviation “tie-down” parking and valet parking. This area is located north of the existing Airport Terminal Building. It is estimated that approximately 4.2 acres would be required, resulting in the displacement of approximately 70 general aviation aircraft and the removal of a small building currently used for office space, TSA, and general aviation support. The general aviation aircraft displaced from the Million Air site would be relocated to a new tie-down area south of Runway 12-30, known as Parcel O. Parcel O is a seven-acre site; however the narrow “panhandle” portion of the parcel would not be developed. Only about six acres would be developed for aircraft parking. The location of Parcel O depicted in Exhibit 2-7. This would require clearing and paving of Parcel O and installation of security equipment. When improvements are completed the 70 displaced general aviation aircraft could be accommodated in this location. There is potential that aircraft hangars would be developed on Parcel O. This use is consistent with the *Long Beach Airport Development Areas* map dated March 25, 2003.

Vehicular Parking

Vehicular parking at the Airport is available both on site (surface lots and parking structure) and off site in parking lots leased by the Airport from Boeing (Lot D). There are currently 2,835 permanent parking spaces at the Airport and approximately 2,100 leased spaces. The leased spaces are leased on a month-to-month basis. The project proposes construction of a new parking structure which, combined with the existing parking structure and surface parking, would provide a total of 6,286 spaces. This would eliminate the need for the off-site leased parking spaces. The project would provide 1,351 spaces above the existing number of spaces currently available for Airport use.

Proposed improvements include a new parking structure, on-site roadway modifications, and architectural modifications to the existing parking structure. The new parking structure would be designed for an estimated 4,000 spaces and would be constructed east of the existing parking structure in the area currently used for surface parking. The precise number of parking spaces would be refined during the design of the structure. The structure would be approximately 40 to 50 feet in height. Approximately 20 percent of the structure would provide four levels of parking, with the remainder providing five levels of parking. The structure’s location would require the relocation of the east side of the Donald Douglas Drive loop.

Lakewood Boulevard

E. Spring Street

Clark Avenue

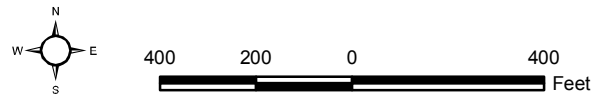
Parcel O

405

Location of Parcel O Improvements

Exhibit 2-7

Long Beach Airport Terminal Area Improvement Project



With the construction of the parking structure, the Airport parking spaces currently leased from Boeing (Lot D) that would no longer be needed for Airport use. Approximately 1,000 parking spaces would be impacted during the construction of the parking structure. To accommodate the temporary loss of parking during construction, if necessary temporary surface parking would be provided in a new lot on Parcel O at the south end of Runway 12-30.¹⁰ Approximately 5.5 acres would be used for temporary vehicle parking. Upon completion of the parking structure, this area would no longer be used for temporary vehicular parking, but would be converted to provide replacement tie-down area for general aviation aircraft that would be displaced from the Million Air site due to construction of the new commercial ramp space for commercial aircraft parking. The need to relocate general aviation aircraft is discussed above.

Proposed modifications to the existing parking structure would include a new façade to match the new parking structure and complement the architecture of the Terminal Building. The façades of the Terminal Building and parking structures would provide a unified appearance and enhance the aesthetics of the terminal area and the Airport Terminal Building's identification as a Cultural Heritage Landmark. Other improvements include replacement of the existing elevator, modifications to the entrances and exits, offices for the parking management company, and offices and public counters for the car rental agencies, along with vehicle preparation and return vehicle parking areas.

Proposed modifications to remaining surface lots would include modified access points, referencing, restriping, signage, etc.

Traffic and Pedestrian Circulation Improvements

Proposed improvements would include the extension of the south side of the Donald Douglas Drive loop to exit onto Lakewood Boulevard and the addition and/or modifications of signage, lighting, and pavement markings to aid in the safe movement of vehicular and pedestrian traffic through the parking structures, lots and terminal area. Also proposed are additional and/or modified walkways, some of which would be covered by canopies, on the public side of the terminal building, connecting the parking lots to the Airport Terminal Building.

2.5.2 ALTERNATIVE A

Facility Improvements

This alternative was based on the improvements proposed in the 2003 NOP, with minor modifications. Alternative A assumes the Airport terminal area would be a maximum of 97,545 square feet. The nature of the improvements would generally be the same as the Proposed Project. The distribution of the square footage by use is shown in Table 2.5-1. Compared to the Proposed Project, there are minor reductions in square footage in all except the following categories:

- Baggage security screening would be the same as the Proposed Project.
- No additional space is assumed for ticketing facilities.
- The amount of Airport office space is increased compared to the Proposed Project.

¹⁰ The need for temporary vehicular parking in Parcel O will be determined prior to construction of the parking structure. Currently, there is some excess capacity in Lot D and the roof of the short-term parking structure is not fully utilized. The proposed phasing identifies the construction of the parking structure in an early phase of improvements. If deemed to be necessary, Parcel O would be used for employee and rental car parking with shuttle service provided. By moving employee parking to Parcel O an additional 590 on-site spaces would be available for the public. However, this EIR has evaluated the use of Parcel O for temporary parking as a "worst-case" scenario.

The 2003 NOP assumed 16 aircraft parking spaces. However, the City Council determined in February 2005 that no more than 14 aircraft parking spaces would be evaluated in the EIR; therefore, the 16 aircraft parking spaces presented in the 2003 NOP have been reduced to 14 spaces for evaluation in this EIR. Other aspects of the project, such as the number of gates and vehicular parking would be the same for Alternative A as for the Proposed Project.

The features described for the Proposed Project, such as modification to the interior of the existing Airport Terminal Building, the relocation of general aviation aircraft to Parcel O, the LEED standards, and application of the Guiding Principles during project design would all apply to Alternative A.

2.5.3 ALTERNATIVE B

Facility Improvements

This alternative further reduces the size of the Airport terminal area improvements compared to the Proposed Project. This alternative assumes the Airport terminal area facilities would be a maximum of 79,725 square feet. The distribution of the square footage by use is shown in Table 2.5-1. Similar to Alternative A, the nature of the improvements would generally be the same, though reduced in size compared to the Proposed Project, with the following exceptions:

- Baggage security screening would be the same as the Proposed Project.
- No additional space is assumed for ticketing facilities.
- No additional Airport office space is assumed as part of this alternative.

Other aspects of the project, such as the number of gates, aircraft parking and vehicular parking would be the same for Alternative B as for the Proposed Project. The features described for the Proposed Project, such as modification to the interior of the existing Airport Terminal Building, the relocation of general aviation aircraft to Parcel O, the LEED standards, and application of the Guiding Principles during project design would all apply to Alternative B.

2.5.4 ALTERNATIVE C

Facility Improvements

Alternative C represents the No Project Alternative, which assumes that no new facilities would be provided at the Airport. The temporary holdrooms provided at the Airport would remain in place. The Airport terminal facilities, including holdrooms, would be a total of 56,320 square feet. The airline gates would be limited to the eight that currently exist. A total of 10 aircraft parking spaces would be provided at the Airport. The vehicle parking would be limited to the parking available on site. This would include the existing parking structure and surface parking. The spaces that are currently leased off site would not be available because of the short-term nature of the leases. Based on recent discussions Boeing has indicated the leases would not be available on a long-term basis. Since no new vehicular parking spaces would be provided, this alternative would have a net loss of approximately 2,100 parking spaces compared to current conditions.

Additionally, it should be noted that with the current configuration at the Airport, there is not sufficient square footage to meet TSA requirements for passenger screening. Should Alternative C be selected there may be a need to provide subsequent improvements to ensure sufficient square footage is allocated for passenger screening. This may be accomplished through modifications to the existing Airport Terminal Building or by providing additional temporary space.

2.6 **PROJECT PHASING**

The Proposed Project is designed to accommodate the current minimum permitted number of flights and projected passenger levels at the Airport. The phasing of the Proposed Project would be determined based on availability of funding and service priorities. Design of the improvements would begin following the certification of the EIR. Pending funding, it is presently anticipated that construction of some of the improvements could begin shortly after the completion of the EIR. The construction would be phased to minimize impacts to operations at the Airport. Implementation of improvements to serve commuter aircraft (i.e., aircraft parking spaces) would be phased depending on the level of commuter services at the Airport. Table 2.6-1 provides an assumed construction-phasing schedule for the improvements. Phasing is expected to be the same for all the build alternatives.

**TABLE 2.6-1
LONG BEACH AIRPORT TERMINAL AREA IMPROVEMENT PROJECT
CONSTRUCTION PHASING ESTIMATE**

Element	Construction Start Date	Duration/Completion
Parcel O	Immediately following EIR certification (March/April 2006)	3 to 4 months
Parking Structure	3-4 months after EIR certified (June/July 2006)	18 months/Dec 2007
Terminal Improvements	1 year after EIR certified (March 2007)	24 months/March 2009
Source: City of Long Beach Public Works, 2005.		

2.7 **OPERATIONAL CONSIDERATIONS**

Though not a component of the Proposed Project, the EIR also address the impacts associated with the possible increase in the number of flights over current conditions. The project is not proposing any modifications to the Airport Noise Compatibility Ordinance or other actions that would directly or indirectly affect the number of aircraft operations at the Airport. Rather, at the direction of the City Council, the EIR is addressing the potential impacts associated with an increase in the number of flights associated with the full utilization of the minimum 25 commuter flights, as provided for in the Airport Noise Compatibility Ordinance and an increase in the commercial carrier flights should the airlines optimize their flight operations. As previously indicated, in order for the number of flights to be increased and still comply with the Airport Noise Compatibility Ordinance, the airlines would have to optimize their flight operations through methods such as using quieter aircraft and reducing the number of late night operations. Under optimal conditions, which have never been achieved at the Airport, the estimated number of increased flights would range between 7 and 11 flights.

The EIR evaluates the potential impacts associated with 11 additional commercial carrier flights and full utilization of the 25 minimum commuter flights provided for in the Airport Noise Compatibility Ordinance. As previously indicated, at the time the NOP was issued and the baseline for this EIR was established there were no commuter operations at the Airport. Subsequently, America West has initiated daily commuter flights and Delta and Smooth Flight Holdings have been granted conditional commuter flights. All 25 commuter flights are expected to be in regular service between December 2005 and Spring 2006. By addressing the full utilization of the commuter flights and the 11 additional commercial carrier flights, the EIR is evaluating the implementation of the Proposed Project with maximum flight levels that could possibly occur at the Airport under the provisions of the Airport Noise Compatibility Ordinance given the current fleet mix and the assumption that airlines would continue operating within

current markets. This would increase the number of commercial carrier flights from 41 flights that are currently operating at the Airport to 52 commercial flights. Identified as the Optimized Flights scenario in this EIR, the evaluation of the full utilization of commuter flights and the additional commercial carrier flights is because the impacts associated with these flights would be above the current baseline conditions.¹¹ The City would not have any discretion on allowing the flights if the conditions outlined in the Airport Noise Compatibility Ordinance are met. The methodology for determining that 52 flights would be the maximum reasonable flight level is discussed in Section 3.6, Noise. This potential flight level would apply to all the alternatives because it could occur under the existing regulatory framework.

The air carrier and commuter noise budget assessment is conducted annually based on the October 1 through September 30 timeframe, with City Council action required on or before November 15 of each year. Effective dates for any incremental flight increases would be January 1 of the following year. The Airport Noise Compatibility Ordinance provides that no additional flights may be authorized if forecasts show that such flights would result in the air carriers or commuters exceeding their 1989-1990-baseline noise budget for the following noise budget year.

The Airport Noise Compatibility Ordinance also provides that any flights allocated over the minimum 41 commercial flights and the 25 commuter flights shall be reduced as necessary based on the following year's assessment to ensure that air carrier and commuter airline noise budgets are not exceeded.

2.8 INTENDED USES OF THE EIR

This EIR is intended to serve as the primary environmental document for actions associated with the Airport Terminal Area Improvement Project. The City of Long Beach, as the lead agency for the Proposed Project, would rely on the environmental analysis contained in this EIR for the following approvals:

- Certification of the EIR by the Planning Commission
- Alternative Selection by City Council
- Planned Development Approval
- Cultural Heritage Committee Review and issuance of a certificate of appropriateness
- Amendment to the Airport Layout Plan
- Site Plan Review

In addition modification to the Airport Layout Plan that affect airside operations (i.e., activities on the airfield side of airline gates), such as the addition of new airline gates, aircraft parking positions, or modification to general aviation tie down locations, would require approval of the Federal Aviation Administration. Any federal actions would require environmental documentation pursuant to the National Environmental Policy Act (NEPA). The FAA, not the City of Long Beach, would be the lead agency for any documentation pursuant to NEPA. However, the FAA may choose to use material in this EIR or incorporate the document by reference into the NEPA documentation.

¹¹ As previously indicated, in February 1995, the City of Long Beach City Council certified Negative Declaration (ND-19-94), which analyzed the settlement of Airport noise litigation between the City of Long Beach and a number of air carriers and other users of the Long Beach Municipal Airport titled *Alaska Airlines et al. v. City of Long Beach*. This settlement is the basis of the Airport Noise Compatibility Ordinance.